

TRAINING EXERCISE OPS - PLAN
Group 3 SAR Exercise
Reading Regional Airport (RDG)
Reading, PA

5-7 August, 2005

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1. GENERAL

A. Type of exercise

The exercise will comprise funded training SAR and DR exercises for ground teams and aircrew, including grid exercises (visual and electronic search techniques), ELT searches (electronic), air and ground team coordination, photo reconnaissance, and staff training. Partial training may also be conducted at night. Additionally, operations may be conducted from locations other than the Mission Base (Staging Areas), with command and control accomplished through HF radio or other means of communications (see below).

B. Exercise location

Reading Regional Airport, Reading, PA.

Staging Areas as needed, specifically in Group 3, and possibly in other areas of Pennsylvania Wing.

C. Primary dates & times:

5 August, 2005 SAREX Mission base opens at 1600 EDT.
Mission base will close at 1600 EDT on 7 August, 2005.

D. Alternate dates

12-14 August, 2005

E. USAF funding

\$5,000 is requested (see CAPF 10 attached).

F. Mission Symbol

A5 SAR/DR Training

G. Air Force Mission Number

To be available from USAF SD at least 1 week prior to exercise

H. OES Training Number

Not Applicable

I. Project Officer / Incident Commander / Mission Staff

Project Officer :
Capt. Earl Frantz
610-926-6670
efrantz@gpu.com

Incident Commander (IC):
Major Rand Woodward
610-438-0791 or 832-257-9040
E-mail: rand@wt.net

Mission Staff: TBD

J. Host unit

Group 3, Pennsylvania Wing; Emergency Services Training
PA089 Reading Composite Squadron 811
610-375-4736

K. Initial reporting times and locations

Earliest arrival time 1600 EDT Friday, 5 August, 2005; Reading Regional Airport, CAP Building. The exercise will end at 1600 EDT on 7 August, 2005. Personnel at Staging Areas should be signed in, briefed, and ready for sortie assignments NLT 0900 EDT Saturday 6 August, 2005.

L. Mission Headquarters

Mission Base will be located in the Reading Composite Sqdn, CAP Building. The CAP Building is located near the Mid-Atlantic Air Museum (use main airport entrance).

2. NOTIFICATION AND APPLICATION

A. Notification of exercise:

The exercise will be posted on the PA Wing calendar. The Ops Plan will be posted on the Group 3 web site. The Ops Plan will be submitted to the USAF State Director (SD) for a mission number, and an announcement will be sent to all Group 3 members via e-mail using the Group 3 email list. Other Group Commanders may be notified and asked to participate.

B. Qualification requirements:

(i) **Minimum requirements:** Current CAP membership, current 101 card with General ES qualification. Personnel who hold valid SQTR (CAPF-101T card) in the various specialty areas should be assigned in the positions in which they are training. In the case of aircrew positions, a fully qualified mentor in that specialty must accompany the trainee. A fully qualified Ground Team Leader must accompany trainees during Ground Team sorties. Mission base staff trainees will work under the supervision of either the Incident Commander or qualified staff personnel, as appropriate.

(ii) **Exercise Capacity:** Maximum of 7 corporate aircraft at the Mission Base and possibly 3 other corporate aircraft at dispersed locations. Aircraft from outside Group 3 **MUST** have approval of the IC and/or the Project Officer. **NON CORPORATE AIRCRAFT ARE NOT ALLOWED** without written approval of the Wing CC or DO.

(iii) **Minimum number of trained personnel** – Amount required to adequately staff mission base in accordance with ICS standards as outlined in CAP Regulations. Mission Base will have qualified personnel at each staff position. Staging Areas will have, as a minimum, a qualified Air Ops Branch Director, Planning Section Chief, or Mission Pilot, who will serve as the Staging Area Manager (SAM); and a Mission Radio Operator (may be the same person).

(iv) **Exercise enrollment procedures**

AIRCRAFT: Those desiring to bring aircraft will need to send a completed CAPF 17 to the IC no later than 1 August, 2005. Estimated inbound flight time must be indicated in the Remarks section on the 17, if coming to Mission Base. Personnel desiring to use aircraft at Staging Areas should submit a 17 to the IC, and indicate they will be flying aircraft from the Staging Area.

VANS & TRAILERS: Those desiring to bring corporate vans & trailers will need to send a completed CAPF 17 to the IC no later than 1 August, 2005. Estimated inbound mileage and fuel costs must be indicated on the 17.

PERSONNEL: All participants should submit a CAPF 17, indicating what mission specialties that have been attained and what training is being requested. CAPF 17s are to be submitted to the IC via email. On the CAPF 17, please, **INDICATE AN E-MAIL ADDRESS**. The CAPF 17 need not be signed by the SqCC, but will be verified with the SqCC by email. Mission Pilots and Mission Pilot Trainees should indicate all aircraft they have current CAPF 5 check outs in, and whether or not they are night current. Personnel wishing to be assigned as trainers must indicate which specialties they are SET registered to teach. All personnel in a training status should bring with them a CAPF 101T or MIMS SQTR, with prerequisites, preparatory tasks, and Unit Commander approval completed.

Acceptance of walk-in participants will be at the discretion of the Incident Commander on a space-available basis.

(v) **Authorized areas of attendance:** Priority will be afforded to members of Group 3. However, any member in PA Wing may participate with prior approval of the IC.

(vi) **Exercise expenses:** All aircraft will be topped off to the tabs on arrival at mission base after initial inbound flights and at the completion of each sortie flown. Fuel at Mission Base will be paid for with a PAWG credit card and accounted for by the Finance Admin Section Chief. 108s and 104s will be submitted to Wing Finance by the FASC. Fuel at Staging Areas and home bases will be arranged for by the FASC. The SAM will forward copies of completed 104s and fuel receipts to the FASC at Mission Base. Pilots who purchase fuel will also send a copy of their 108 to the FASC. Corporate vans will be brought to mission base with full tanks, and will be topped off at the completion of each sortie, prior to returning to mission base or other locations. Fuel reimbursement must be submitted on CAPF 108, with original fuel bills (including statement of miles traveled and mission number on receipt) and a copy of the appropriate CAPF 109. Lodging and meals will be at individual member expense.

3. EXERCISE DESCRIPTION

This exercise will emphasize training ground team members, ground team leaders, mission pilots, mission observers, mission scanners and mission support staff. Tasking will be as realistic as possible to include visual and electronic SAR targets, disaster relief, photo reconnaissance, air to ground team coordination, and night operations. At least one target (Target Teams will be used to

place targets) shall be placed in each target area. ELTs will be obtained and located so that the teams can use them for electronic exercises.

General briefing at Mission Base will begin at 0800 Sat. 6 Aug 05. Sorties will depart commencing as soon as possible, approximately 0900. The general briefing is intended to provide each staff, aircrew, and ground team member the information required to conduct his/her activities during the day. The briefing should last no more than 30 minutes.

Briefing pages will be provided via email or fax to personnel at Staging Areas, and will be briefed to crews by the SAM.

4. TRAINING OBJECTIVES

Visual and electronic SAR targets, disaster relief, photo reconnaissance, air to ground team coordination, and night operations. Training will also include ground incident event training. The exercise is intended to provide participants with a realistic environment in which to practice their mission specialty skills. Aircrew sortie priorities will be given to those trainees who attended previous SAREX's and were unable to complete their Advanced Training requirements.

5. TRAINING SYLLABUS

Normal training procedures performed for aircrew training and incident base support personnel in accordance with CAP regulations and ICS provisions. We are aware that not all aircrew may be accommodated in the first two waves of sortie launches. Other classroom and hands on training may be given as indicated below, depending on weather, equipment and instructor availability.

- A. Simulators: Mission Base has a simulator set up, and aircrew not immediately tasked may train on mission planning, execution and debrief using the simulator.
- B. Egress Drills: While aircraft are between sorties, egress drills may be practiced, especially for new Scanner Trainees
- C. Slo Scan / Digital Imaging Classes:
- D. Completion of the CAPF's 104, 108, and 109:
- E. MIMS Training:

6. FLIGHT OPERATIONS

A. Aviation Resource Requirements

A maximum of 7 corporate aircraft are available within Group 3. All Corporate aircraft should have aircraft radios, VHF-FM radio and DF capability. Any equipment limitations must be indicated on the PIC's Form 17a prior to attending .

B. Inbound Sorties

Prior approval for inbound flights must be obtained by submitting a CAPF 17, to include expected flight time and aircraft type to the IC. Additional questions may be directed to the IC.

Earliest arrival time: 1600 EDT 5 Aug 05

Latest arrival time: 0745 EDT 6 Aug 05

Upon arrival, aircraft will be refueled. Inbound 104's, CAPF 71's and aircraft keys will be turned into the Air Operations Branch.

Personnel, and aircraft at Staging Areas should be available and ready for sortie assignments NLT 0900 on 6 Aug 05.

C. Mission Sorties

(i) **Purpose and Conduct of Mission Sorties:** Mission sorties will be performed in VFR conditions for the express purpose of practicing skills of qualified aircrew members, and training additional aircrew members. All sorties will be conducted in accordance with all applicable CAP and FAR regulations with SAFETY being foremost in all areas.

(ii) **Crew Composition:** Each aircrew will have, as a minimum, a qualified Mission Pilot. The other members of the aircrew will be assembled in such a manner as to gain maximum benefit in the training of other members, as determined by the Mission Staff. When each member arrives at the mission base, they should report to the administrative area to sign-in and declare their training objectives.

(iii) **Routes/grids to be utilized:** All routes to be flown will be within approximately 30 minutes flying time of the departure airport, and will be in uncontrolled air space as much as possible. A gridded sectional for the target area will be required for all air and ground operations personnel. Road maps are required for Mission Scanner Trainees. All grids will be clear of active MOA's or IR type training routes.

(iv) **Anticipated average sortie length:** Its anticipated that each air sortie will be a quarter grid with approximately 45 minutes in grid required to complete. Disaster relief and photo recon sorties will be similarly timed.

(v) **Alternate airfields and mission recall procedures:** Selection of search areas will consider the availability of emergency fields. Alternate airfields will be selected by sortie. Recall will be by FM radio.

(vi) **Flight line operations:** All personnel will be responsible to enter and exit the ramp areas with SAFETY being the primary concern. Upon completion of flight, crews will have the aircraft refueled by truck on the ramp. The flight line is a secure area, and the gate will be guarded by flight line personnel. Only authorized flight line, mission base, and aircrew personnel will be allowed on the flight line.

(vii) **Outbound Sorties:** Final flight hours flown, and fuel purchased at home base must be reported to Incident Commander no later than 2200, 7 Aug 05.

(viii) **Flight Scheduling:** Flight and crew assignments will be done by Air Operations in accordance with needs dictated for accomplishment of the mission, as indicated by Planning Section .

(ix) **Flight Briefings:** All checklists will be utilized to include I'M SAFE. Pilots will obtain area specific briefings (grids, objectives, routes to be flown, etc.) from Planning, using the CAPF 104 and will receive Flight Release Briefing from Air Ops at which time they will also receive Flight Line authorization to allow them access to aircraft. Flight crews at Staging Areas will be briefed by the SAM.

(x) **Flight Management Procedures:** Status board will be maintained by Air Ops, indicating status of all aircraft checked into the mission, including sorties out of Staging Areas.

(xi) **Flight Debriefings:** Upon completion of refueling, crews will return to Air Ops and turn in their flight hours and aircraft keys. They will obtain copy of CAPF 104 which was left at Air Ops when they obtained Flight Release, and proceed to Debrief for final debriefing of findings. Photo recon sorties will have their pictures displayed and debriefed. At Staging Areas the SAM will debrief crews, and relay information to Mission Base.

D. Flight Line Operations and Safety Considerations

SAFETY IS FIRST IN ALL OPERATIONS.

All aircraft will arrive at Mission Base with a previously completed CAPF 71, signed by the custodial unit Commander, OIC, or Safety Officer. Aircraft which do not fully meet FAA and CAP operational requirements or which are missing required paperwork will not be allowed to participate in the mission. At Staging Areas the SAM will insure that a CAPF 71 is completed and forwarded to Mission Base.

Only authorized flight line or aircrew personnel will be allowed on the flight line during the mission. When flight line personnel are in control of the flight line, all pilots must follow the instructions of flight line personnel. Anyone failing to comply with these instructions will be removed from the exercise and sent home at their own expense.

Aircrews at Staging Areas will be responsible for their own flight line safety.

Fire extinguishers will be on the flight line at all times. Flashlights will be used during times of darkness. All flight line personnel will wear orange vests.

A senior member will be present at all times on the flight line.

7. GROUND OPERATIONS

A. Vehicle Resource Requirements

A maximum of 7 corporate vans are available within Group 3. Vans outside of Group 3 may be tasked as needed.

All Corporate vans should have a VHF-FM radio. Any equipment limitations must be indicated on the driver's CAPF 17 prior to attending.

B. Inbound Sorties

Earliest arrival time: 1600 EDT 5 Aug 05

Latest arrival time: 0745 EDT 6 Aug 05

Upon arrival, vans will be refueled and ticket paid. Inbound 109's, a recently (within 1 week) completed CAPF 73 checklist and keys will be turned into the Ground Operations Branch.

Personnel, vans, and equipment at Staging Areas should be available and ready for sortie assignments NLT 0900 on 6 Aug 05.

C. Mission Sorties

(i) **Purpose and Conduct of Mission Sorties:** Mission sorties by ground teams will be utilized to locate ELT's and ground targets independently and in coordination with aircrews, for the express purpose of training additional ground team members and leaders. All sorties will be conducted in accordance with all applicable CAP regulations with SAFETY being foremost in all areas. The Ground Branch Director may establish a first aid or other simulated situation in conjunction with the ELT or visual targets. Ground teams may also be used to position and retrieve targets used for air sorties. **GROUND TEAMS MUST COORDINATE THEIR DEPARTURE FROM MISSION BASE WITH GROUND OPERATIONS. DO NOT LEAVE THE MISSION BASE AREA WITHOUT AUTHORIZATION.**

(ii) **Crew Composition:** Each ground team will have, as a minimum, a qualified Ground Team Leader. The remainder of the ground team will be assembled in such a manner as to gain maximum benefit in the training of other members, as determined by Incident Staff. Ground teams which contain cadets will require the presence of at least two senior members.

(iii) **Routes/grids to be utilized:** All ground team missions will be within approximately one hour driving time of the Mission Base or Staging Area. A gridded sectional appropriate for the target area will be required for all ground team personnel. Each Ground Team should have applicable maps for the area.

(iv) **Anticipated average sortie length:** It is anticipated that ground sorties will last approximately 2 hours to complete, including ground scenarios.

(v) **Ground Team Scheduling:** Crew assignments will be done by the Ground Branch Director in accordance with needs dictated for accomplishment of mission as indicated by Planning Section.

(vi) **Briefings:** Ground team leaders will obtain area specific briefings (grids, areas to be searched, etc.) from Planning, and will receive a Release Briefing from Ground Ops.

(vii) **Ground Team Management Procedures:** A Status Board will be maintained by Ground Ops..

(viii) **Mission Debriefings:** Upon completion of the sortie, Ground Team Leaders will return to Ground Ops. They will obtain copy of Form 109 which was left at Ground Ops when they departed, and proceed to Debrief for final debriefing of findings.

(ix) **Mission Intelligence:** The Planning Section is responsible for collection and dissemination of all briefing and debriefing information.

D. Safety Considerations

SAFETY IS FIRST IN ALL OPERATIONS.

All vehicles to be utilized will undergo a safety, administrative and logistics / equipment inspection upon being signed into the mission. Drivers are responsible for assuring that all documentation is out and available. All vehicles used in the mission shall have first aid kits and fire extinguishers on board. No vehicle shall be driven at a speed greater than permitted by law while on a sortie. All passengers and the driver shall wear seatbelts at all times while the vehicle is in motion. All Ground team personnel will wear orange safety vests at all times they are out of a mission vehicle.

8. COMMUNICATIONS

A. Requirements

(i) **Mission Base and Staging Areas:** Minimum communication requirements: 1 VHF FM base station and 1 aircraft radio. HF base station radio is required for Mission Base, and desired at the Staging Areas. Telephone numbers for the Mission Base and Staging Areas will be provided at the briefing. HF radio will be the primary means of communication between Mission

Base and Staging Areas. Fax, email, and cell phones may also be utilized for communications between Mission Base and Staging Areas, when available.

(ii) **Ground Teams:** All ground vehicles must have VHF FM capabilities. Cellular phones are desirable. A limited number of radios may be available for temporary installations.

(iii) **Aircraft:** VHF-FM radio and 1 aircraft radio, or if no FM, 2 aircraft VHF-AM radios. Aircraft not having CAP VHF-FM capability should contact the Mission Base on 122.90 MHz AM.

(iv) **High Bird:** A high bird relay \ repeater aircraft may be used.

B. Procedures

(i) **Frequency:** Communications between aircraft and Mission Base or Staging Areas will be established on standard FM channel 2. The Hawk Mountain VHF FM repeater may be used as an alternate for stations out of simplex range. Alternate aircraft frequency will be 122.9 MHz (aviation band). Standard FM channel 3 will be utilized for aircraft – ground team coordination. Standard FM channel 4 will be used for slow-scan operations. Communications between Mission Base and Staging Areas will be via HF on the NER 7 MHz primary frequency. The NER alternate 4MHz frequency will be used if conditions do not favor operation on 7 MHz.

(ii) **Call Sign:** Mission Base Call Sign: READING MISISON BASE. Staging Area call signs will follow established guidelines.

(iii) Staging Areas will be required to maintain communications with their aircraft and ground teams, and relay information to the Mission Base.

C. Additional Communications Equipment

All available Corporate and member owned FM and air band radios should be brought to the mission, within reason.

D. Reading Regional Airport Communications

Tower (0600 – 0000) – 119.9 MHz

Ground – 121.9 MHz

Unicom – 122.95 MHz

ATIS – 127.1, ASOS - 610-372-9863 by phone

CTAF (0000 – 0600) – 119.9 MHz

IFR (Reading Approach) 125.15

Mission Base - 122.90 MHz call sign "Reading Mission Base" as back-up.

Williamsport FSS - 122.1R, 117.3T

9. CADET PARTICIPATION

A. Cadet Utilization

Qualified cadets may train and be utilized in Aircrew (18 or older), Communications, Flight Line, Ground Teams and as assistants to Mission Staff personnel IAW CAPR 60-3 and 52-16

B. Cadet Supervision

Squadrons sending cadets must provide a minimum of two Senior Members (CPPT) to accompany, chaperone and supervise them.

C. Cadet Support

Cadets are responsible for their own meals and lodging. Cadets under appropriate SM supervision may be allowed to pitch tents in the vicinity of the mission HQ building. Prior permission must be requested by the chaperoning SM's from the IC and / or Project Officer and written approval received before proceeding with option. Mission HQ building will be open for access to toilet and water facilities

10. SAFETY

SAFETY IS FIRST AND FOREMOST.

All prescribed safety and functional check lists will be used and adhered to.

11. STAFF REQUIREMENTS

Anyone wanting to apply to work on or train for a Mission Staff Position should submit CAPF 17 to the IC not later than 29 Jul 05. Include current ES certified positions and desired assignment / training positions. Attach CAPF 101T or MIMS SQTR.

12. UNIFORM REQUIRMENTS

A. Mission Staff: Class B AF Blues or CAP Aviator with gray slacks with gray nameplate insignia. (Or appropriate utility uniform for task.)

B. Aircrews: Flight Suit or other approved CAP flight uniform

C. Ground Teams/Flight line: BDU's or appropriate utility uniform, with orange vest.

13. ADMINISTRATION

A. Sign-in Location and Procedures

Sign-in will begin at 0700 EDT on 6 Aug 05 at the CAP Building at Reading Airport. It will close at 0800 for the SAREX briefing. Staging Areas will sign in their personnel, check credentials, and relay that information to Mission Base by HF radio, fax, email, or cell phone.

B. Credential Verification Procedures

All participants must have a current CAP membership cards and a current CAPF 101 E (electronic) card (available via MIMS) with a minimum of a General ES qualification. In addition, all personnel in a training status must have a properly completed and authorized CAPF 101T or SQTR, with all Prerequisites, Familiarization and Preparatory training, and Unit Approval completed. Aircrew, Mission Staff, and Ground Team trainers are required to be SET qualified IAW CAPR 60-3 C1. SET proof of status will be indicated on the member's 101 Card.

C. Resource Listing

(i) Aircraft: All corporate aircraft will be signed-in with Air Ops upon arrival.

(ii) Vehicles: All corporate vehicles will be signed-in with Ground Ops upon arrival.

(iii) Personnel: All unassigned aircrew members or ground team members should check-in with Air or Ground Ops upon arrival.

(iv) Staging Areas will sign in aircraft, vehicles and personnel, and relay to Mission Base

D. Forms/Documents/Equipment

All members must bring current CAP ID, 101 Card, and all applicable signed 101-T's or SQTR.

All Inbound and Outbound aircraft must submit CAPF 104s.

All Inbound and Outbound corporate vehicles, and any other vehicles desiring fuel reimbursement must complete CAPF 109s.

Members are responsible for personal supply of forms applicable to duty assignments (104's, 109's, 108's, mission forms, and check lists)

Mission Scanner Trainees should have a local road map available to them as required by the 101T-MS. Additionally aircrew trainees must supply their own headsets for effective crew communications

Ground team trainees are required to have the required web gear and equipment appropriate to the training they wish to complete.

E. Enrollment & other fees

MEMBERS WISHING TO PARTICIPATE IN THIS EXERCISE SHOULD SUBMIT A CAPF 17 TO THE IC, NO LATER THAN 1 AUG 05 .

All members are responsible for their own meals and lodging. There are several eating establishments in the area. Local units may provide sandwiches, coffee, and soft drinks for a nominal fee. SAMs will coordinate meals and lodging at their Staging Area.

14. FACILITIES

A. Classrooms

Incident Command Post (mission base and briefing rooms) will be available in the CAP Building.

B. Operations Area

All activities from Mission Base will be conducted within 30 minutes flying time and 1 hour driving time of Reading Airport. Staging Area activities will be similarly timed. Weather data will be provided by Mission Base personnel.

C. Flight Briefing/Debriefing

Operations will maintain mission status boards, and Planning Section will maintain a Situation board. Staging Areas will keep track of their assets, but relay information to Mission Base, to be placed on Mission Base status boards.

D. Aircraft Parking

There is parking space available for approximately 10 aircraft. There is tie-down space. However, each aircraft must furnish their own tie-down ropes and chocks. Transportation will be provided for aircrews confirming arrivals with the Project Officer 24 hours in advance of arrival.

E. Telephone Access

Telephones are available at Mission Base, and at the FBO. Other telephones arrangements will be advised upon arrival.

15. LOGISTICS

A. Aircraft Support

Adequate fuel will be available for purchase from the FBO.

B. Exercise support

4 practice ELTs
2 canvas aircraft
Hand-held radios for mission staff and flight line
Cell phones for mission base
Digital cameras, provided by members

The minimum items listed above have been allocated. Members or units with additional resources should bring these items to the Mission. **MAKE SURE ALL ITEMS ARE PROPERLY & EASILY IDENTIFIABLE AS TO OWNER / CUSTODIAN.**

C. Billeting

Numerous hotels are available in the area. Members will make their own hotel arrangements. There will be no camping facilities at mission base or on the airport.

Ground teams may be tasked to set up camp in local forest areas for coordination with aircrews.

D. Messing

(i) **On-site:** All members are responsible for their own meals. There is a flight line cafe at the terminal. The local squadron may provide sandwiches, coffee, and soft drinks for a nominal charge.

(ii) **Special Dietary Needs:** Members with special dietary needs should indicate this on a CAPF 17 at least ten (10) days prior to the exercise.

(iii) **Off-site:** Numerous facilities within 5 miles of the airport.

E. Medical Facilities

In cases of emergency, the appropriate Emergency Services will be notified (911 Emergency Number will be called).

Hospital & Clinics TBD

F. Transportation

(i) Exercise Transportation: 3 corporate vehicles will be used as much as possible for transport of ground teams.

(ii) Local Transportation

(a) Rental cars are available at the FBO should anyone desire such. Prior arrangements should be made with the FBO

(b) Corporate vehicles will be used to transport aircrews to local hotels for lodging. Prior arrangements must be coordinated through the Project Officer, include proposed arrival and departure date\ time.

(iii) Cadets under the age of 18 will surrender their car keys to the Incident Commander for the duration of the exercise.

16. MILITARY SUPPORT REQUIREMENTS

None Applicable To This Mission.

17. OTHER AGENCY INVOLVEMENT

None.

18. PUBLIC INFORMATION ACTIVITY

All non-CAP visitors will be accompanied by the Incident Public Information Officer or designee. All requests for interviews or photos will be routed through the PIO and IC. The PIO shall attempt to get local coverage of the exercise from television and newspapers. Mission air and ground crews shall refrain from unauthorized media interviews. Members shall be briefed to be sensitive to the discussion of any national emergency data, if applicable to flight operations.

19. CONTINGENCIES

A. Disaster or REDCAP

The exercise may be suspended or terminated, and CAP resources reassigned, only at the direction of the Incident Commander, WG ES Officer, WG/CC, or SD.

B. Adverse weather

In the event of adverse weather, time permitting, the exercise will be cancelled with 24 hours notice, with posting made by e-mail or radio networks. In the event of shorter notification times, contact will be attempted down to all participating aircraft and vehicle OICs.

C. Mishap

In the event of a reportable mishap, the Incident Commander will ensure all reporting and response actions are taken in accordance with CAP Policy. In the event of any mishap the Incident Safety Officer will be notified immediately. The Incident Commander will determine the impact of any mishap on the continued conduct of the exercise. Any statements of mishap will be in accordance CAP directive by the Incident Commander or Wing Designee.

D. Unfulfilled Training Requirements

Should there be exercise participants who have not completed the desired training requirements during the primary dates, at the discretion of the Incident Commander additional training sorties may be launched during the alternate dates. The mission will remain open throughout the primary and alternate time frame.

20. DIRECTIONS

Reading Regional Airport (RDG) is located 3 miles NW of Reading, PA. Take the Hwy 183 exit off I-176, then the east side frontage road north to loop around the airport to the north ramp. The CAP Reading Squadron Bldg. is just behind the flight line, near the Mid Atlantic Air Museum.